



Approved Minutes
City of Scottsdale
Citizens' Bond Review Commission
Special Meeting
Minutes

5:00 p.m., Thursday, August 9, 2007
City Hall Kiva Conference Room
3939 N. Drinkwater Blvd., Scottsdale, AZ 85251

Call to Order

Chair Frost called the meeting to order at 5:01 p.m.

Roll Call

A formal roll call confirmed the presence of Commissioners as noted.

PRESENT: Judy Frost, Chair
Donald Adams, Vice-Chair
Judith Brotman
Paul Hughes
Charles Kaufman
Don Raiff, by telephone
Laurel Walsh, by telephone

STAFF: Roger Klingler
Dave Meinhart
Sylvia Romero
Dan Worth

New Business

1. PROPOSED BOND 2000 PROGRAM MODIFICATIONS TO QUESTION #7 – TRANSPORTATION IMPROVEMENTS – ROGER KLINGLER, ASSISTANT CITY MANAGER AND DAN WORTH, MUNICIPAL SERVICES GENERAL MANAGER

Provide the Commission with a brief overview of the proposed modifications.

Action: Recommendation to City Council to approve the proposed Bond 2000 Program modifications and to amend the adopted FY 2007/08 budget to reflect the changes. Staff is scheduled to present the proposed modification to City Council on Monday, August 27, 2007.

Assistant City Manager Roger Klingler introduced the staff recommendation to move funding from the Pinnacle Peak/Pima Road project to fund the improvements on Indian Bend Road and bridge project from Scottsdale Road to Hayden Road. It is not possible to complete both of these projects with the funds currently available. Transit and Transportation Planning Director Dave Meinhart added that the Transportation Commission will discuss this at their meeting on Thursday, August 16.

Municipal Services General Manager Dan Worth provided a more detailed description of the two projects, the funding available for them and current cost estimates, noting that construction cost increases have outpaced inflation. Staff hope to start construction on the Indian Bend project in September. A further \$9 million approximately is needed to fund this project. The design of the project is almost completed and a contractor has been selected.

Commissioner Hughes asked Mr. Meinhart to compare traffic volume on the two roadways. Mr. Meinhart stated that current traffic volumes are similar and that the projections in the Transportation Master Plan are very comparable. However the projections for 2030 show that Pinnacle Peak Road will have a higher volume of traffic on the west end, which is being developed by the Silverstone developer.

He reminded the Commissioners that the Indian Bend project has been planned for many years, with original plans from the early 80's. Most of the supplemental money the City can obtain from Proposition 400 is available for projects in north Scottsdale. Staff hope to complete intersection improvements at Pinnacle Peak and Pima Road. These plus the Silverstone portion should lead to significant improvements. Mr. Meinhart noted that a center turn lane was installed in the last year as a short-term measure. He summarized that completion of the Indian Bend corridor has long been awaited by residents.

Vice-Chair Adams noted that the Commission reviewed both of these projects at the last regular meeting, and asked staff to account for the significant cost differences from then to today's estimates.

Mr. Meinhart explained that the Indian Bend estimates presented at the last meeting dated from early to mid-2006. Inflation in road construction and changes in design account for most of the increase. Changes in regional flood control mean that more drainage is required for the Pinnacle Peak project.

Mr. Worth elaborated on the impact of changes to drainage which require that the roadway be elevated in order to handle a 50-year flood event. Similar factors affect the costs for the Indian Bend project, which must be built to the standards of the Army Corps of Engineers since they have jurisdiction over the Indian Bend Wash.

Commissioner Walsh expressed concern that staff propose moving the Pinnacle Peak project outside of the five-year plan.

Mr. Meinhart reviewed the funding sources available to the City for road projects, noting that sales tax does not generate enough money to cover large infrastructure projects. He noted

that the five-year plan is reviewed annually with the Transportation Commission. Traffic volumes indicate that the Indian Bend project is a higher priority for completion at this time.

Mr. Klingler asked Commissioner Walsh whether she felt improving the intersections would help the traffic situation in that area. Commissioner Walsh noted that changes in the number of lanes in the roadway cause bottlenecks and at the Pima Road/Pinnacle Peak intersection, high volumes of north and eastbound traffic wanting to make left turns causes severe back-ups.

Mr. Klingler suggested a dual left-turn lane at that intersection might help. Mr. Meinhart agreed that staff would like to include this in the final design for this project. Some of the funding for these intersection improvements will come from Proposition 400 money. Mr. Worth noted that staff are not yet at a point to look in such detail at proposed improvements.

Commissioner Walsh urged that the remaining one-lane sections on Pinnacle Peak Road be eliminated as soon as possible.

Commissioner Raiff expressed concern that public expectations be managed. He had believed that the City was close to starting construction on Pinnacle Peak, given the public outreach efforts that have taken place. He described bottleneck points, stressing that Williams at both the Pinnacle Peak and Miller intersections is hazardous when traffic is coming and going to Pinnacle Peak Elementary School. School egress at Williams should be addressed immediately if the Pinnacle Peak project is removed from the five-year plan. He cautioned that residents will be upset at this delay and suggested that the volume of traffic at Pinnacle Peak and Miller Road intersection would warrant installing traffic lights.

Mr. Meinhart noted that the Silverstone developers are required to place a traffic light at Williams and Miller. The intersection at Pinnacle Peak and Williams does not meet the criteria of the warrant study. Staff plan to continue monitoring this intersection to find a short-term solution and can look for a short-term solution for the intersection of Miller and Pinnacle Peak until the traffic lights are installed.

Commissioner Raiff opined it is very important to have an aggressive, positive program to address these issues, because neighbors will be upset. Commissioner Walsh concurred, noting that removing the project from the five-year plan will cause public outcry. Commissioner Raiff noted that the general public is not aware of escalating road construction costs. He urged that there is a need to explain inflation and address visible issues.

Commissioner Raiff noted there is a need to coordinate improvements with other roads around the area, and for the Commission to have an understanding of how staff set priorities in the program. In response, Mr. Worth outlined the chronology of road improvement plans. Mr. Meinhart added that the new Transportation Master Plan will for the first time include a recommended sequence of capital improvement projects. This is expected to help with the five-year plan.

Mr. Klingler reminded the meeting that residents in the Indian Bend neighborhood have been waiting since the 80's for these improvements, which is one factor in the decision to recommend completion of that project. Also this area floods frequently.

Commissioner Walsh urged making a strong effort to resolve the Pinnacle Peak traffic problems, since as home construction proceeds and the population grows, the situation will

only worsen as costs continue to increase. Council should be urged to give serious consideration to future funding issues.

Commissioner Hughes noted that the five-year plan is reviewed annually. After the Silverstone improvements are in place, an assessment can be done to see whether the Pinnacle Peak project is still needed. He opined that the message to the public should be that this will be reassessed after Silverstone is completed and the intersections have been improved. Any further postponement of the Indian Bend project in favor of Pinnacle Peak would exacerbate perceptions of a rift between south Scottsdale and north Scottsdale.

Mr. Meinhart opined that improvements to the major intersections and reviewing other smaller improvements could improve the efficiency of Pinnacle Peak for the short to mid term. He agreed that staff can study school traffic patterns. A discussion on management of school traffic ensued.

Chair Frost initiated a discussion as to what alternatives could be chosen instead of transferring these funds. She suggested that City Council action should point out the improvements that will be made and the study that will be done after the improvements are in place. She asked staff if any other transportation projects may require a similar decision in the short term. Mr. Worth replied that the Bond 2000 money is mostly committed.

Commissioner Raiff asked what the other alternative sources of funds to pay for the Indian Bend project are. Mr. Meinhart said it would have to be a combination of projects, because no other project is big enough. There are now very few projects left to choose from. A discussion ensued. Commissioner Raiff stressed that the Silverstone intersections are key to smooth traffic flow and asked staff to clarify exactly which intersections are included in the developer's portion. Mr. Meinhart undertook to obtain that information.

COMMISSIONER HUGHES MADE A MOTION THAT THE COMMISSION RECOMMEND TO CITY COUNCIL TO APPROVE THE BOND MODIFICATIONS AS PRESENTED. VICE-CHAIRMAN ADAMS SECONDED THE MOTION.

Commissioner Raiff suggested that in light of this evening's discussion, language should be added to the motion regarding the importance of managing public expectations. Vice-Chairman Adams was in favor of voting on the motion and perhaps adding a second motion. Commissioner Walsh concurred with Commissioner Raiff's remarks. Chair Frost suggested adding a second motion making clear that the Commission feels a future bond election may be needed before Pinnacle Peak can be completed, and that staff is looking how to move traffic more efficiently in the meantime.

THE MOTION CARRIED BY A VOTE OF SIX (6) TO ONE (1). COMMISSIONER WALSH DISSENTED.

Commissioner Walsh said she would have preferred that the motion embody all of the reflections, rather than having two motions.

Discussion ensued on how best to convey the Commission's feelings of disappointment. Commissioner Walsh stressed that she does not disagree with the transfer of funds. Commissioner

Raiff agreed that it is important that Commissioners express their concerns to the Council.

VICE-CHAIR ADAMS MADE A MOTION THAT THE COMMISSION REQUEST THAT THE CHAIR, JUDY FROST, IN THE TRANSMITTAL OF THE APPROVAL OF THE

RECOMMENDATION FROM STAFF, ADVISE THE COUNCIL OF THE CONCERNS WHICH HAVE BEEN EXPRESSED AT THIS MEETING RELATIVE TO THE REMOVAL OF FUNDS FROM THE PINNACLE PEAK, MILLER TO PIMA ROAD PROJECT. COMMISSIONER BROTMAN SECONDED THE MOTION.

Vice-Chair Adams noted that he would like Chair Frost to write a report to ensure that all the Commission's concerns are included.

THE MOTION CARRIED BY A VOTE OF SEVEN (7) TO ZERO (0).

Commissioner Walsh stated she would change her vote on the first motion if possible. A discussion on procedure ensued.

COMMISSIONER KAUFMAN MOVED THE RECONSIDERATION THE FIRST MOTION. COMMISSIONER BROTMAN SECONDED THE MOTION, WHICH CARRIED BY A VOTE OF SEVEN (7) TO ZERO (0).

COMMISSIONER HUGHES MADE A MOTION THAT THE COMMISSION RECOMMEND TO CITY COUNCIL TO APPROVE THE BOND MODIFICATIONS AS PRESENTED. VICE-CHAIRMAN ADAMS SECONDED THE MOTION, WHICH CARRIED BY A VOTE OF SEVEN (7) TO ZERO (0).

Ms. Romero undertook to advise Commission members of the date of the September regular meeting. This will depend upon the timing of the annual ethics training.

Public Comment

None.

Adjournment

There being no further business to discuss, being duly moved and seconded, the meeting adjourned at approximately 6:12 p.m.

Respectfully submitted,

A/V TRONICS, INC.